WATER-SUPPLY AND STORES DIVISION.

Dated 25th June 1910.

Notice is hereby given that sealed tenders will be received at the Office of the Executive Engineer, Water-Supply and Stores Division, up to 10th July 1910, for the supply of 365 tons of jungle fuel to the pumping station at Shimoga. An approximate estimate of quantities is given below. These quantities are not guaranteed. The work should be completed by the end of October 1910.

2. The plans, detailed estimate and conditions may be seen at the Executive Engineer's Office at Bangalore, between the hours of 11 A.M. and 5 P.M.

3. Tenders should be submitted on printed forms which may be obtained from the Executive Engineer. The tenders should be accompanied by a statement in the form given below, showing the rates at which the different items specified will be executed.

4. Each tender must be accompanied by a deposit of Rs. 100 in cash or Government Promissory Notes, as earnest money, and be superscribed "Tender for supply of jungle fuel to Shimoga Water Works," in default of which, tenders will be rejected.

5. The final acceptance of any tender will rest with the Executive Engineer, who does not bind himself to accept the lowest or any tender or to assign any reason whatever for the rejection of any tender.

6. Within eight days of the acceptance of the tender, the successful competitor will be required to execute the usual contract bond; in default of which, his tender will be considered cancelled, and his earnest money will be forfeited.

7. The name of the successful competitor, whose tender has been accepted, will be posteg on the notice board in the Executive Engineer's Office in due course. No enquiries regardind the acceptance or rejection of a tender will receive any reply.

8. On acceptance of one of the tenders, the earnest money on rejected tenders will be returned.

Specification.

The wood to be jungle fuel.

The maximum and minimum dimensions which will be accepted are given below :—

Length		*Thickness*	
Maximum	Minimum	Maximum	Minimum
24″	18″	7″	3″

The billets are to be sawn and not chopped. Billets of over 7 inches in diameter to be split.

The wood to be stacked by the contractor in the portion approved of by the Executive Engineer or his representative.

Stacks must be of rectangular shape, the sides being vertical and straight and the top level. The wood must be laid evenly straight and close, the pieces composing the walls must be laid at right angles to the direction of such walls, having first been sawn to a uniform length as above.

The interior of the stacks must be packed as closely as possible, the pieces being regularly laid with their lengths all in one direction which leave no vacant space.

The stacks to be built of such dimensions that the cubical contents of each is a multiple of 75 cubic feet:

$$15' \times 10' \times 5' = 750 \text{ cubic feet} = 10 \text{ tons.}$$

Seventy-five cubic feet of closely packed wood will be accepted as equivalent to a ton.

The Executive Engineer or his representatives will inspect the wood as it is being stacked and shall have power to reject any pieces that are hollow, rotten or otherwise unsuitable for fuel for boilers; he will also satisfy himself that the pieces are in accordance with the dimensions specified above and that the stacks are built as required. He shall have power to reject any stacks that do not in all respects comply with the terms of the specification.

The wood must be at the risk of the contractor until it is stacked, measured and accepted by the Executive Engineer or his representatives.

When stacks are taken over, the contractor or his representative must be present during the measurement and must sign the record of measurement in token of his agreement to the correctness thereof.

Soft wood unsuitable for steaming purposes will not be accepted.

Jali, thopyala, devadari, hunse, chigari, heddarne, gorve and other equally hard wood than those specified above and which the contractor would like to supply, may be supplied after he has got the previous sanction of the Executive Engineer or his representatives. A cart-load of the proposed fuel to be brought in first, when the same will be tested and, if suitable, the contractor will be given permission in writing to such wood also in addition to the list of wood already approved of.

V. RANGASAMI IYENGAR,
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